

Access Control for Highways Other Than Interstate Highways and Expressways

UDOT 08A3-12

Effective: April 18, 1969

Revised: April 10, 1996

Purpose

To administer partial access control for functionally classified Principal Arterial Highways other than the Interstate System and Expressways.

To establish the procedure for partial access control administration.

Policy

Access control shall be obtained in all rural areas and in urban areas if the highway is in sparsely developed areas where control is desirable and economically feasible. Control in urban areas on existing alignment is generally not recommended.

In addition to the partial access control of Principal Arterial Highways, a limited distance of high volume (over 700 DHV) Minor Arterial Highways may justify limited access control, especially if on new alignment and if adjacent to a freeway interchange. Except for a Minor Arterial Highway adjacent to a freeway interchange, control is not recommended if the road is less than 2 kilometers in length. Access, if desirable and economically feasible on such roads, shall be determined on an individual basis and is subject to approval of the Executive Director.

Under partial access control, the following limitations shall apply:

1. The maximum feasible and economic access control shall always be obtained.
2. On bypasses of cities and towns, all property access shall be prohibited except where the bypass is of a low population town with little or no business and inadequate public crossroads for property access.
3. On other than bypass roads, a maximum of five accesses (including public road access) per 2 kilometers on each side may be granted. It is very desirable that the accesses to property on each side be opposite of each other. However, access to the opposite side should not be granted unless justified under this policy.
4. Where any one property has access to another public road or roads, no access shall be given closer than 1 kilometer from the public road nor shall any two granted accesses be closer than 1 kilometer with the following exception:

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The proposed project involves reconstruction on, or near to, an existing highway where a home, business or other property development is located and lack of direct access to them would involve excessive property damage and added construction costs, in which case access openings can be provided within the other stated limitations.

5. Preferably, property access should not be closer than 250 meters, but access shall be a minimum of 160 meters from other property or public road access.
6. In order to eliminate public road access, a study shall be made in conjunction with local authorities as to feasibility of dead ending or rerouting of intersecting roads.
7. Private access openings recommended are 8 meters for residences, 14 meters for farms or other areas where large equipment is used, and 15 meters for commercial and industrial areas.
8. Type of access opening; such as, residential, farm, commercial, or industrial shall be depicted on documents.

Exceptions to the above limitations shall only be made if a careful appraisal reveals extensive damage or if needed frontage roads would involve excessive right-of-way costs, or, in canyons, excessive construction costs. Detailed reports of costs and justification for variance shall be submitted by the Design Engineer. Variations shall require the approval of the UDOT Deputy Director.

Procedures

Administration of Partial Access Control Policy

UDOT 08A3-12.1

Responsibility: Region

Actions

1. Designation of Access Location: The partial access control policy requires detailed right-of-way maps and a joint study by the Region Right-of-Way section and the Design Engineer to designate and evaluate the location of justified access openings. The Right-of-Way Division shall evaluate affected property prior to such study, and shall prepare estimates of cost for proposed and alternate access locations. The Design Engineer shall make final access determination if designated openings conform to policy.

The access openings granted shall be accurately described in the property deed and shown on right-of-way maps and roadway construction plans. The deed will designate the use of the opening, i.e., agricultural, residential, commercial, or industrial.

After execution of the deeds, no change shall be made in the access location or additional access openings granted except as provided below.

If a portion of a property which has no access to the highway is later sold, the Department has no obligation to grant an access to the property and, if inquiries are made, a prospective buyer should be definitely so advised.

Responsibility: Region and Engineer for Traffic & Safety

2. Revision of Access Openings: If a property owner desires to change location or size of an access opening, after execution of the deed, a written request must be submitted to the Department giving location of desired change and its justification. Such change will comply with the limitations as to spacing in the partial access control policy. The Region Director, in cooperation with the Engineer for Traffic and Safety, shall determine if such change in location will cause any adverse safety or other traffic operational effects and submit a report with recommendations to the Executive Director. If the change is approved by the UDOT Executive Director (and on Federal-Aid roads by the Federal Highway Administration), new deeds shall be prepared and executed and all maps corrected.

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The property owner shall pay for all costs involved in closing or modifying an existing access opening, including the appreciation of the private property as determined by the appraisal from the Right-of-Way Division.

3. New Access Openings: Only in very rare cases where public benefit will result will new access openings be granted (access rights are purchased and are considered an asset, the same as purchased property, and can be disposed of the same as real property). Any additional access will not be considered if not in compliance with the spacing limitations of policy.

The request shall be submitted by the property owner or public agency in written detail to the Region as to public benefit and other justifications.

Before granting such an opening, safety and other operational features shall be investigated by the Region/Engineer for Traffic & Safety, and a written report and recommendations made.

Responsibility: Right-of-Way Division

4. If the access opening is granted, the appreciation of the private property involved shall be determined by an appraisal from the Right-of-Way Division.

Responsibility: UDOT Executive Director

5. Based on the findings, the Executive Director shall make a decision on the request. On Federal-Aid roads, concurrence of the Federal Highway Administration will be obtained if the access opening is recommended by the Executive Director. If the access opening is approved and is to serve private property, the property owner shall pay the Department for the property appreciation, resulting from the Department's relinquishment of the access, as determined by the Executive Director and the FHWA. The property owner shall also pay all costs for construction of gates, approaches and any other incidental construction costs involved. The deed shall be executed describing the access opening and purpose, i.e., agricultural, residential, commercial, or industrial, and all maps and plans shall be revised. This procedure applies to roads (constructed with Federal-Aid funds) that will remain on a Federal-Aid System and be transferred to local authorities. Requests for modification of access control shall be forwarded with recommendations to the UDOT by the local authority.

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Responsibility: Preconstruction Division

6. Document Responsibility: The Region Director shall prepare documents, maps and submit same to the Preconstruction Division for processing.

The FHWA's approval is required if construction of the road was a Federal-Aid project, though the right-of-way was non-participating.